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Hongkong, 20th September, 1906. (a1751)

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Hongkong, 18th October, 1906. (a1398)
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Hongkong, 27th June, 1906. (a43)

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Hongkong, 2nd November, 1906. [30]

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The Daily Press.

HONGKONG, NOVEMBER 9th, 1906.

"He being dead, yet speaketh"—may truly be said of the late Mr. SEDDON, Premier of New Zealand, for the papers received by the last mail from the United Kingdom give deserved prominence to a letter that he wrote, and a speech that he delivered, shortly before he died. The Pacific and Great Britain's interests therein is the theme of these eminently patriotic contributions, and we cannot doubt that many who follow the fashion in cheap sneers at the living statesman will feel both regret and respect when digesting the last message of the departed orator. Under date March 22nd of this year, Mr. SEDDON wrote as follows to a correspondent of the London Standard:—

"The Pacific Islands question is of paramount importance. Under the altered conditions now existing, which in the future will be greatly changed, to the advantage of other nations, by the construction of the Nicaragua and Panama canal, numbers of industries will be greatly affected. In fact, it is difficult to grasp the momentous issues involved. Unless British statesmen grasp the situation and provide therefor, they will find in years to come the weak spot. They will discover that the most deadly blow will be struck at our Empire in the Pacific itself.

The Japanese have stopped the Russians in the East, and what is going to happen in the West, who can tell? It is well over to be prepared. With industries crippled and food supplies stopped, the people in the heart of our great Empire will be in a bad way. It is not too late for action. Prevention is better than cure, and we must be up and doing. If our kindred at home do their part, then the self-governing Colonies will not fail when the occasion arises. Meanwhile, wherever possible, the British flag should float over the islands of the Pacific."

It is easily demonstrated that with the opening of the Panama Canal, now within measurable distance, the importance of securing pre-eminence in the Pacific will be

greater than ever. There is no estimating at present what it will mean to Great Britain, America, Japan, or whichever Power is fortunate enough to fly its flag most conspicuously on this great and greater growing commercial highway. It may be assumed, moreover, that Japan and the United States need no reminding of this, and that Germany and France are alive to any opportunity. The one Power that needs awakening is the Power to which Mr. SEDDON has addressed himself, and the Power which already has the greatest responsibilities in this direction. The present apathy of the home-abiding British may be gauged by the notorious indifference that has been shown in the past. New Zealand's policy of conserving for the Empire the islands of the Pacific was misunderstood, even jeered at, as the late statesman remarked in one of his last public speeches. Samoa was foolishly thrown away, when Downing Street looked the gift-horse in the mouth, and failed to recognise the significance of the opportunity. New Zealand remembers gratefully the efforts of Sir ROBERT STOUT and Sir JAMES VOGEL to save that important neighbour of the Colony; how it looks back on the meddling of the Imperial statesmen had better, perhaps, be left unsaid. Mr. SEDDON had it authoritatively from President MCKINLEY that America's adherence to the Monroe Doctrine would not be strong enough to stand in the way of the annexation of the Sandwich Islands; he went to England and urged the representatives of Great Britain to save them. At that time a third of the boat's trading between San Francisco and New Zealand belonged to the latter Colony, and he warned the Ministers that the American coastwise laws would be sure to shut them out. All he asked for, and for this he had the hearty good wishes of the insular inhabitants, was a Protectorate. His reception is an item of history; his warnings were poor-putted; and within three years that important and growing trade was lost to Britain and her Colony, with all the prestige and future possibilities attached. New Zealand wanted Noumea, and the Noumeans wanted British rule. London knew little and apparently cared less about them, and now Noumea and New Caledonia are French. We can excuse Mr. SEDDON's bitter remark that "these losses were incalculable, and it was a pity that such statesmen should ever have been entrusted with the destinies of Great Britain."

At one time the New Hebrides, only four days away from New Zealand, were actually a part of that Colony; yet as he spoke great Britain was diplomatically striving for a joint protectorate with France! Anything was better than that. They could either divide with France, or buy her out; but how was France ever permitted to get in? Ministerial ineptitude, almost amounting to criminal ignorance of the issues involved, must have been originally responsible; and here London was still turning a deaf ear to the advice of "the man on the spot." Examples can be further multiplied, but there is no need to do more than mention how Lord DUNBY repudiated Queensland's annexation of the New Guinea group; with the present effect that the British flag is somewhat rudely jostled by Germany and Holland, the former enjoying even a naval base on what was once British property. Great Britain has suffered both strategically and commercially in the Pacific, and with her, her Colonies, thanks to the remarkable statesmanship of her alleged statesmen, who may have done the duty expected by some parochial constituency, but have certainly been guilty of worse than neglect of their duty to the Empire. There is, according to Mr. SEDDON, a very real danger still existing. The strategical danger has been shifted, or will have been shifted, when the isthmus of Panama is cut; and, as he says, "unless British statesmen grasp the situation . . . they will discover that the most deadly blow will be struck at our Empire in the Pacific."

The German Mail of the 10th October was delivered in London on the 7th inst.

Mr. H. J. Gidley, a former Sanitary Inspector, has gone to Canada to take up a new vocation.

As the result of the authorities making a charge of one cent for the use of the Public Baths, the coolies have ceased to patronise that institution.

The first shoot of the series of six rifle competitions in connection with the Right Half No. 1 Company, H.K.V.C., takes place at Tai Hang Range on Sunday. A spoon competition will be held simultaneously.

To-morrow (Saturday) will be observed as a holiday by the Troops in Garrison, and Headquarters Offices will be closed except for business of a pressing nature.

The Hongkong Football Club played their first soccer match of the season yesterday at the Happy Valley with the R.A. A keen game ensued and ended in a draw—neither side having scored.

The petty and non-commissioned officers of H.M.S. Kent entertained the non-commissioned officers of the Royal West Kent Regiment to a farewell dinner at Thomas' Hotel last night. The band from the Kent was in attendance and discoursed pleasing selections.

The notice board at Bay View Police Station has been repainted by an artist with an original turn of mind. The substitution of two half-drowned kittens for the customary lion and unicorn is nothing to the mottoes, which now read "Honi Soit qui mal y pense," and "Dieu et mon droit."

The following will represent the Hongkong Cricket Club, in their match against the "United Services" to-day and to-morrow. Play commences on each day at 1.45 p.m.:—Messrs. R. Hancock, W. C. D. Turner, T. E. Pearce, Harry Hancock, W. A. Powell, C. H. Mackay, A. O. Long, E. A. Fowler, R. A. B. Ponsonby, R. E. O. Bird, W. Peake.

The following team has been selected to represent the Civil Service club in a friendly match against the R.G.A. Sergeants' Mess to-day; play to start at 2 p.m. sharp on the Civil Service Club's ground: Messrs. W. B. Kelly (Capt.), P. R. Adams, P. T. Lambie, L. E. Bent, A. J. Jordan, G. Hoggarth, F. T. Robins, F. Bacon, A. Tucker, Mr. Gast and E. W. Steadman.

Gen. Rennenkampf has returned to Siberia after a long consultation here with the military authorities as to the distribution of the forces in the Far East. It was decided that as few men as possible shall be brought home until a quieter state of affairs prevails in European Russia, for the authorities are very doubtful as to the attitude of the soldiers in the Far East. One Siberian Army Corps will remain for the occupation of Manchuria, another will be quartered in the Amur Territory, and two others will be distributed about the military districts of Omsk and Irkutsk.

By kind permission of Lieut.-Col. A. G. Fittin, D.S.O. and Officers, the Band of the Second Battalion "The Queen's Own" (Royal West Kent Regiment) will play the following programmes of music during dinner at the Hongkong Hotel, on Saturday, 10th November, 1906:—

March "Olympia," Clark
Overture "The Bohemians," Sousa
Selection from "The Bohemians," Sousa
Valse Militaire "The Grenadiers," Waldteufel
Cornet Solo "The Last Chord," Sullivan
Gavotte Song "Mimosa," Philip
Selection from "The Girl on the Stage," Garryll
Menu Dishes—Hors D'Oeuvres—Anchovy
Eggs, Soup—Clear Windsor, Fish—Fried Sole
and Potato Sauce, Entrees—Rillet of Stock and
Tomatoes, Truffles Cutlets, Chicken Liver and
Ham Patties, Curry—Dry, Jointed, Roast
Australian Lamb and Mint Sauce, Roast Turkey
and Cranberry Sauce, Boiled Corned Beef of Pork
and Potato Pudding, Cold Lettuce Pie and
Mixed Salad, Sweetbread and Butter Pudding,
Plum Pudding and Brandy Sauce, Noyau
Ice Cream and Finger Cakes, Cheese Straws,
Dessert—Coffee—Fruit.

A keen student of human nature has given to the *Globe* a piece of information which will possibly be as fresh to our readers as it was to them. The authority, who is a man for whom restaurants hold no mysteries, states that the consumption of wine at these establishments is largely influenced by the music played by the orchestra. Certain tunes, it seems, have the power of making those who hear them feel an overpowering desire for champagne. Two of these are "Amour et Jeunesse" and "Sourire d'Avril." We are credibly informed that when either of these airs comes out over the room, the head waiter bustles about giving orders, while behind the scenes the head cellarsman calls for extra help in readiness for the inevitable demand. Why this should be so, we do not know. But it certainly is so. This discovery opens out a new field for composers. The musician with his wife about him will write airs (at huge prices) specially for the restaurants. Probably the idea could be developed. If waiters make a dinner wait champagne, rag-time might drive him to heck. A really clever composer could play on the feelings of his audience to such an extent that, having mixed their drinks horribly for an hour or so, they would be sent home to their respective addresses in cabs. There is a fortune waiting for such a composer. Local hotels might make note.

From all accounts the cement trade of Japan is increasing just now by leaps and bounds. Figures are available for the first five months of the present year, and it appears that the exports for that period amount to 423,000 tons, or about double the total for the corresponding period of 1905, and more than the aggregate for the whole of that year. Large orders have been received from San Francisco, and a demand is also springing up with the development of Korea and Manchuria. All the stocks in the market are said to have been cleared, and the Japanese cement companies are now busily engaged in manufacturing to meet requirements. Nine years ago the total export amounted to only 16,000 tons, whereas in 1903, before the war, it reached nearly 600,000 tons. The trade was then checked, but since the restoration of peace a decided revival of business has taken place. There are at least a dozen cement companies operating to-day in Japan, and among them one was able last year to declare a dividend of over 10 per cent. In other instances the results were less satisfactory, owing to the after effects of the war, but the present year is bringing an all-round improvement, with the unusual demands of America as a leading feature.

Messrs. E. S. Kadoorie & Co. courteously inform us that they are in receipt of telegraphic advices from Singapore, to the effect that the crushing of the Raub Australian Gold Mining Co. for the past 4 weeks yielded 814 ozs. smelted gold, from 5,393 tons stone.

The *Golos Pravdy* learns from Tokyo that the Japanese Government intends to open a Commercial Museum at St. Petersburg within the near future, with a view of making the Russians better acquainted with Japanese industries in their various branches. Naturally enough, this announcement has caused great consternation in German circles there and in Moscow, for at this moment Russia's industries are mainly in the hands of German, and competition from outside is the last thing that the Russo-German manufacturing circles wish to see.

THE GOVERNOR'S ACCIDENT.

H. K. 'PROGRESSING FAVOURABLY.'

At 9.55 a.m. yesterday, the following bulletin was issued for public information:—
"His Excellency the Governor is progressing favourably; had a fair night."
J. M. ATKINSON, M. D."

CHINESE GIRL'S SUICIDE.

A Chinese woman, 18 years of age, residing at 7, Wanchai Road, committed suicide yesterday morning by taking an overdose of opium. Her uncle had recently bequeathed her some property in Canton, and when she proceeded there a few days ago to take possession, she learned that her brother, who also bequeathed under the same will, had disposed of the property, including her share, and absconded. She returned to Hongkong and took her life yesterday as stated. Her father-in-law was awakened about 4 o'clock in the morning by hearing her vomiting, and on rushing to her room discovered the state of affairs. They sent a messenger for a doctor but one could not be found till seven o'clock, by which time the woman had expired.

VICEROY CHOU FU.

ARRIVAL DELAYED.

The decorated front of Thomas' Hotel yesterday reminded residents that His Excellency Chou Fu, the new Viceroy of the Two Kwang, was expected here yesterday on his way to Canton. Unfortunately the steamer *An Ping*, on which he was a passenger, did not reach port as anticipated—delayed doubtless by rough weather—and the preparations for the reception of His Excellency were consequently disarranged.

Residing in Thomas' Hotel are a large number of Chinese officials from Canton who have come here to welcome His Excellency. They arrived in Hongkong on Wednesday in the Chinese gunboat *Sun Ho* and two other smaller gunboats and a launch. Among them is the son of the new Viceroy. Rooms were engaged for His Excellency at this hotel a fortnight ago, and it is understood that he will spend two days here before proceeding to Canton.

His Excellency Sir Matthew Nathan had the launch *Victoria*, which was decorated with flags, waiting to convey the distinguished visitor ashore. The dinner arranged for him had of course to be abandoned.

The decorations in front of the hotel are made up of Chinese floral art and a display of bunting, the British and Chinese flags flying side by side. The trees and shrubs trained in the forms of men, dragons, and animals were much admired, and a body of district watchmen kept guard over these.

SOCIETY OF ST. VINCENT DE PAUL.

On Sunday next, 11th instant, the Society of St. Vincent de Paul will hold its annual All France Fête in the compound of the Roman Catholic Cathedral. As in former years the stalls will be open for public inspection and for the benefit of the little folks from 2 to 7 p.m., during which time tea and cakes will be served and Machado's string band, who have kindly proffered their assistance, will play a selection of music. The Fête is advertised to commence at 9 p.m. when the excellent band of the Royal West Kent Regiment, by kind permission of the officers, will entertain the proceedings with some choice pieces from their extensive repertoire. It is needless for us to again state the great amount of charitable work which this old Society has been doing among the poor in this Colony for many years past as its reputation and noble deeds are well known. The Committee has been providing some useful and nice souvenirs, and has been sparing no pains to make the Fête as enjoyable to the public as possible, and we hope their efforts will be crowned with the desired success. We understand that the committee has several excellent schemes of extending their charitable work which will be carried out next year if the result of this year's Fête is satisfactory.

We have been shown an abstract of the Society's accounts from 1st October, 1905, to 30th September, 1901, which showed a balance in hand of \$2,172.72. This amount is barely sufficient to meet the Society's standing allowances which, according to the account shown us, amount to \$2,377.90, not taking into account other allowances in the way of clothing, shoes, passage money and funeral expenses to the poor and destitute, which amounted to \$616.74 last year. The proceeds of last year's Fête was \$2,842.83. It is to be hoped that the result this year will be equally if not more satisfactory. Patrons of the Fête will spend a very pleasant evening and at the same time assist a very deserving Society.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

ANOTHER ROYAL VISIT.

LONDON, November 8th.
It is reported that H.R.H. the Duke of Connaught will officially visit Hongkong in December.

AMERICAN POLITICS.

LONDON, November 8th.
The Republican majority of the United States Congress has been reduced from 114 to 80.

"DREADNOUGHTS" FIRST CRUISE.

LONDON, November 8th.
The Prince of Wales will take the "Dreadnought" on her first cruise next year.

MAGNIFICENT BEQUEST.

LONDON, November 8th.
Mr. Herring has left half a million pounds to the Hospital Fund.

THE SINGAPORE DOLLAR.

SINGAPORE, November 8th.
On the motion of the Hon. Mr. Shelford, the Government agreeing, the Council has cabled to the Secretary of State urging the desirability of making the margin of safety for the new dollar greater than is proposed, and of instituting changes in its size and design so as to prevent confusion with the existing dollar.

BIG FIRE IN CANTON.

SHAMEN, November 8th.
A big fire is raging on the Chinese side of the Canal. A hundred houses have been destroyed.

[REUTER'S SERVICE.]

FRANCE.

LONDON, November 8th.
The Chamber of Deputies has approved of M. Clemenceau's declaration by 395/96. The declaration further said, that while the peace of the world depends on force of arms, it cannot disarm. France will be careful to maintain and develop the alliance, contracted in the interests of peace, and also well-tried friendships.

THE MALAY STATES.

LONDON, November 8th.
Mr. Churchill stated in the House, that Lord Elgin was satisfied the immediate abolition of licensed gambling in the Malay States was impracticable, but steps had been taken to restrict it as far as possible, and to prepare the way for an eventual abolition.

MOROCCO.

LONDON, November 6th.
The unrest in Morocco is increasing. Boats from the French cruisers were stoned on approaching the pier at Tangier and the crew hoisted, several of the crews were injured. Raisuli's men have seized the power station of the Spanish Electric Lighting Co., at Arzila. Spain has sent a strong remonstrance. Two French officers and forty native riflemen have been killed in an attack by the Moors.

AMERICA AND JAPAN.

LONDON, November 6th.
Mr. Metcalf, accompanied by the Japanese Consul, has inspected the Oriental School in San Francisco, and has received a deputation of Japanese restaurateurs, who complain of being boycotted.

TYPHOON RELIEF FUND.

OFFICIAL REPORT OF RELIEF MADE.

Further claims have been considered by the Sub-Committee, and up to the 3rd November relief to the amount of \$92,860 has been given for 754 Chinese-owned boats, and \$900 for one European boat.

Sixteen cases of Chinese widows and orphans have been dealt with, grants to the amount of \$392 having been made, while the sum of \$463.45 has been paid to the widow of a European.

A payment of \$15,000 has already been made to the Tung Wa Hospital on account of expenses incurred in burying dead bodies and maintaining destitutes.

MARINE MAGISTRATE'S COURT.

Thursday, November 8th.

BEFORE LIEUT. C. BECKWITH, R.N.,
(MARINE MAGISTRATE).

INCOMPETENCY AND NEGLIGENCE.

Mr. F. P. Gibson proceeded against Ng Hi, master of the steam launch *Yan Wo* on charges of incompetency and negligence in navigating his vessel in the waters of the Colony on the 6th instant.

Prosecutor stated that on November 6th he was working at the E and H buoys with a diver down in the water. The regulation red flag of the diving junk were flying. During the course of the day defendant's launch passed inside the red flag four times at a high rate of speed causing such a wash as to endanger the lives of the men who were working below. Witness shouted and waved to the launch, but no notice was taken. Defendant appeared to think it was a good jest to see the diving lighters in violent motion. Witness had constantly complained to the Harbour Master about the disregard shown to his orders re steamboats under way when seeing the red flag.

Defendant denied passing anywhere near the red flag, but after hearing further evidence his Worship considered the case clearly proved, and taking into consideration the number of accidents that have occurred lately to divers owing to the negligent and wilful disregard of instructions by the coxswains of launches, he considered the defendant to be guilty of gross incompetency in the performance of his duty, and suspended his certificate for six months.

Similar charges were proffered against Li Muk, master of the steam launch *Fax Sen*, and *Ching King*, master of the launch *Lee Sang*. On the evidence adduced his Worship found the defendants guilty, suspended the certificate of the former for one month, and that of the latter coxswain for four months.

MACAO.

(FROM OUR CORRESPONDENT.)

November 7th.

SCARCITY OF RECEIPT STAMPS.
The people of Macao are without any receipt stamps of the value of two cents for the past three months, and they have perforce to use the receipt stamps of higher value, viz.: four cents. Now even these are exhausted and stamps of six cents have to be used. Why not surcharge a few stamps for the public use?

PROPOS D'NEW TAXES.

At the last meeting of the *Leal Senado*, Senhor Joao Mariano Gracias proposed to increase and to impose some taxes. The new taxes proposed were for private chairs and rickshaws, bicycles and dogs. The proposal was seconded by the chairman, but strongly and ably opposed by Senhor Nolasco.

NEW DIRECTOR P. W. D.

Senhor Miranda Guedes, our new director of Public Works, arrived by the last English Mail. It is to be hoped that Senhor Guedes will do something for Macao.

GUNBOAT RIO LIMA.

Our only gunboat and guardship, the old "Rio Lima," left for your port at 1 p.m. to-day to represent the Macao government on the anniversary of the birthday of His Majesty King Edward VII.

KING'S BIRTHDAY PARADE.

Given good weather the parade at the Happy Valley to-day of the troops in the Garrison and the Volunteers should present an interesting spectacle as in former years, though it is unfortunate that H.E. the Governor will not be able to attend. The division will be formed in two lines as follows:—1st Line.—Mounted Troop, H. V. Corps, Royal Garrison Artillery, Royal Engineers, 2nd Q.O. Royal West Kent Regiment, 3rd D.C.O. Middlesex Regiment, and Hongkong Volunteer Corps Second Line.—H. K.S.B.R.G. A., 119th Infantry, and 129th Baluchis. The 295 guns will be posted on the racing track on the right flank of the 1st line. Bands will be massed in the rear of the centre under the senior Bandmaster. The garrison police and the local company of Royal Engineers will keep the ground. The ceremonial will be robbed of much of its effect by the absence of the Governor, but the parade under the command of Colonel Darling should be an interesting one. A royal salute will be fired from the saluting battery in conformity with the Royal Engineers.

SHANGHAI PRISONERS IN HONGKONG.

The steamer *Hong Sang*, which arrived in port yesterday morning, brought from Shanghai three European prisoners to undergo their respective periods of imprisonment in Victoria Gaol. They were P. S. Hyndman, G. P. M. Rosser and C. E. Ellerby. The first named was sentenced to eighteen months imprisonment for the manslaughter of a man named Smith whom he shot in the company of Mrs. Rose, to whom the prisoner was engaged to be married. He was well known in Hongkong some six or seven years ago, when he distinguished himself in various forms of athletics. On his way up to the Gaol he was recognised by several people who knew him formerly. He seemed perfectly at ease and smiled to his old acquaintances. The other two men were concerned in a sensational jewel robbery near the Race Course, Shanghai. They entered the shop, overpowered and dragged the only man on the premises, and made off with the contents of a jewel case valued at \$20,000. The prisoners, who were handcuffed together, were in charge of Mr. H. Moore, the usher of the Supreme Court of Shanghai, and two detectives.

SUPREME COURT.

Thursday, November 8th.

IN BANKRUPTCY.

BEFORE SIR FRANCIS PIGOTT (CHIEF JUSTICE).

Re the Wai Tai Chong firm ex parte Chan Pui Shiu.

His Lordship—There was a point in practice last day which I took down to consider with regard to the service of a bankruptcy petition in the case of a firm where the partners are not in the Colony. It is clear that under section 7 (1) that a creditor's petition may be served in the same manner as a writ of summons. Therefore in the case of a petition against a firm the service may be under section 485 (1) at the principal place, within the jurisdiction, of the business of the partnership upon any person having control or management of the business. The case was argued as if this provision would be on any one who might be conversationally said to be in charge of the business, but I think this would do away altogether with the characteristics of service, especially so if the persons named in the petition were out of the jurisdiction. I now refer to section 6 of the Bankruptcy Act, which makes use of the same expression: that an act of bankruptcy in the case of a firm may be committed in respect of an act in reference to the business of the firm by any partner of the firm or by any person having control or management of the business. The use of the same expressions makes it clear to my mind that the service of a petition can only be on persons who in the terms of section 6 (1) can commit an act of bankruptcy. It is clear the act of bankruptcy could not have been committed by the person whom it was desired to serve in this case—the assistant accountant. I think that section 6, although it does allow a firm carrying on business in the Colony to have an adjudication order made against it, does not alter the essential characteristics of a bankruptcy of a firm; that is, the bankruptcy of the individual partners. It is clear that some persons, not partners, may commit acts of bankruptcy, but they must be so intimately connected with the business that the act can be said to be an act of the partners themselves. In this case I say the assistant accountant could not possibly under any circumstances whatever commit an act of bankruptcy on the part of the firm. Therefore I think the service was bad.

Mr. Morrell—I understood your Lordship reserved your judgment on the point as to whether the business was carried on at the shop or not. This is quite a surprise to me. The object of service is to bring to the notice of the person you desire to make bankrupt, that a petition has been filed against him.

His Lordship—I don't think that is so. Mr. Morrell—An act of bankruptcy has been committed in this case. A declaration was filed that the firm was unable to pay its debts by the managing partner. Whether the person served can commit an act of bankruptcy or not has nothing to do with it.

His Lordship—With that I quite agree, but the mere fact that an act of bankruptcy has been committed does not entitle you to waive the precedence of service. Service must be on somebody who is a partner, or has the control and management of the business.

Mr. Morrell—This man was managing the shop.

His Lordship—That is not sufficient. The point of my judgment is this: that the use of the same expressions in the two cases, first as to service, that it must be on a person having control or management of the business, and secondly, that an act of bankruptcy can be committed by such person, that shows to my mind that service can only be on somebody who can commit an act of bankruptcy.

Mr. Morrell—Am I to take it from your Lordship's reading of the words "a person having control or management of a business" that such person to commit an act of bankruptcy must be a partner?

His Lordship—No. There are some acts of bankruptcy which can be committed by an agent, or by person having control or management. The law of service is not merely this: that because an act of bankruptcy is committed, therefore any notice is sufficient to serve the bankruptcy petition. Notice must be served absolutely on some definite person authorised by law. Whatever the law may be with regard to the service of writs, with regard to the service of a bankruptcy petition, the only man who can be served is the person who can commit an act of bankruptcy.

Mr. Morrell—I maintain that the service of writs and petitions is exactly the same under our own Ordinance.

His Lordship—It may be we have interpreted rather laxly, but as the two terms are used, that a certain person not a partner can commit an act of bankruptcy, and that a certain person not a partner can be served with a bankruptcy petition, I fear that according to the interpretation of those two provisions service must be on somebody who can commit an act of bankruptcy.

After considering a good many cases I feel certain that must be the law.

RECEIVING ORDER MADE.

Re the San Cheung firm ex parte Luk Yuen-nam.

Mr. J. H. Gardiner (of Mr. O. D. Thomson's office) who appeared for the petitioning creditor, applied for a receiving order. He said the case was adjourned from last day in order that figures might be obtained of the debtor's assets. Mr. Wakeman, official receiver, informed His Lordship that the debtor put his assets down in his statement at under \$1,000, \$857 had been collected, and besides this there was a

certain quantity of tin roof valued at \$500, but of this very little would be left, and rent and other expenses had to be paid.

His Lordship—What are the alleged liabilities?

Mr. Gardiner—\$20,000.

The order was granted.

ANOTHER RECEIVING ORDER GRANTED.

Re Leung Yung ex parte Leung Yuen-kun.

Mr. F. K. d'Almeida e Castro, for the petitioning creditor, applied for a receiving order.

He said the act of bankruptcy was suspension of payment of debts. Assets amounted to \$2,000, and liabilities to about \$3,000. One third of the debt, \$1,333, was due from Chung Shun-keo, but he was already bankrupt, and was offering a composition of 20 per cent.

The order was made.

POLICE COURT.

Thursday November 8th.

BEFORE MR. F. A. HAZELAND (First Police Magistrate).

A FREQUENT VISITOR.

Peer Bui added another to his long list of appearances at the Magistrate, charged with allowing cattle to stray on Austin Road, Kowloon. Mr. Gardiner, from the office of Mr. Thomson, defended, but his Worship imposed a fine of \$5.

BREACH OF CONTRACT.

Ying Koo, of 67 Connaught Road Central, was summoned by Inspector Coysh for permitting his conservancy boat to lie alongside the Praya in breach of his contract, and was fined \$50.

A SINGULAR PROSECUTION.

Serjt. Lee presented a native for using a truck in Queen's Road, the wheels of which permitted oscillation or side play. His Worship fined him \$3.

BEFORE MR. C. D. MELBOURNE (Second Police Magistrate).

Mr. A. H. Rennie, of the First, Bowen Road, summoned twenty chair bearers for refusing to accept hire. Only thirteen appeared and these were fined \$2 each. It appeared that Mr. Rennie had been in the habit of paying considerably more than the legal fare, and on representations being made to him he decided to pay the coolies within ten days of the legal hire. Then the trouble arose. He also explained that when guests came to his house he had to pay the coolies 15 cents, in addition to what his guests paid, to get the coolies to remain.

SHANGHAI RACES.

The following are the analyses of owners, jockeys and ponies for the recent meeting:

OWNERS.	1st.	2nd.	3rd.
Mr. G. H. Potts	4	1	1
Messrs. Common and Robson	3	3	1
Mr. Munro	3	2	1
Mr. Arundell	3	1	4
Mr. Ashford	3	1	1
Mr. Dungey	2	2	1
Mr. Pas	1	2	1
Mr. Coppenhagen	1	1	1
Mr. Huxley	1	1	1
Mr. Kelson	1	1	1
Mr. Beverly	1	1	1
The Ring	1	1	3
Mr. Morris	1	1	2
Mr. Kinnick	1	1	1
Orson Stables	1	1	1
Mr. P. Wright	1	1	1
Mr. Quince	1	6	5
Uncle Charlie	1	2	1
Messrs. Porfante & Elphinstone	1	2	1
Mr. Osall	1	1	1
Messrs. Tez and Spence	1	1	1
Mr. Arundell	1	1	1
Mr. Osall	1	1	1
Mr. Nephew	1	1	1
Mr. Johnston	1	1	1
JOCKEYS.	1st.	2nd.	3rd.
Mr. Fullin	7	4	4
Mr. Noyes	4	3	4
Mr. Johnston	3	1	5
Mr. Duglish	3	1	1
Mr. Cumming	2	6	5
Mr. Moller	2	3	2
Mr. Arundell	2	2	1
Mr. Wright	2	1	3
Mr. Hayes	1	2	3
Mr. Cox	1	1	1
Mr. Johnston	1	1	1
Mr. Campbell	1	2	1
Mr. Johnston	1	1	1
Mr. Williamson	1	1	1
Mr. Schorer	1	1	1
Mr. Krenner	1	1	2
POIES.	1st.	2nd.	3rd.
Moek	3	3	1
Mr. Tling	2	1	1
Aurelia	2	1	1
Heather King	2	1	1
White Blaze	2	1	1
Northern King	2	1	1
Rede	1	1	1
Cosmo	1	1	1
Argente	1	1	1
Lavender	1	1	1
Triumph Rose	1	1	1
Cosmo	1	1	1
Brookton	1	1	1
And Patrick	1	1	1
Jaous	1	1	1
Westfield	1	1	1
Modre	1	1	1
Hok	1	1	1
Misanthropist	1	1	1
Cosmo	1	1	1
Maryland	1	1	1
Ruic	1	1	1
Ruic	1	1	1
Celtic	1	1	1
Nimbus	1	1	1
Coriander	1	1	1
Racoon	1	1	1
St. George	1	1	1
Stockwell	1	1	1
Rampart	1	1	1
Challin	1	1	1
Illio	1	1	1
Hok	1	1	1
Budworth	1	1	1
Norman King	1	1	1
Casler	1	1	1
Jordan	1	1	1
Clorion	1	1	1
St. George	1	1	1
Soyeda	1	1	1
Armoar	1	1	1
Milon	1	1	1
Minister	1	1	1

THE CHINESE CUSTOMS.

We have received for publication a copy of the letter sent by the China Association in reply to the Foreign Office acknowledgment of the memorandum drawn up by the president of the association on the question of the Chinese Customs. The letter is as follows:—

China Association, 150, Cannon Street.

Sir—The China Association desire,

acknowledging the receipt of your letter of September 7th, to express their deep regret at the attitude which His Majesty's Government have thought it sufficient to adopt in regard to the recent action of the Chinese Government towards the Imperial Maritime Customs.

The association is wholly unable to acquiesce in the view that the publication by Sir Robert Hart of the verbal instructions of the Commissioners can have any valid or permanent effect on the operations of an authority constituted by Imperial edict, or can offer any sort of guarantee that the administration of the Imperial Maritime Customs will not be interfered with and its integrity impaired by the issuing of orders of the Commissioners or their employees.

It must be admitted that it has become more and more difficult, in recent years, to induce the Chinese Government to give effect to its treaty obligations; and the association can see no prospect of achieving any greater success when exception has to be taken to the exercise of functions performed under a treaty which can always be virtually appealed to, notwithstanding any gloss put upon it by Prince Bing or the Imperial Commissioners.

The committee feel, therefore, that they are performing a simple act of duty in the interests of foreign, but especially of British trade with China, in pressing on His Majesty's Government further action in the matter.

It is possible with other Powers to enter into agreements against any interference with the administration of the Imperial Maritime Customs as constituted and carried out at the time the Chinese Government gave the undertakings to which reference was made in the association's letter of the 31st ult.

I have, &c.

R. S. GUNDEY, President, China Association.

F. A. Campbell, Esq., Assistant Under-Secretary for Foreign Affairs.

The China Association also sent in the following further memorandum:—

The methods which His Majesty's Government have apparently deemed sufficient to safeguard the future of the Imperial Maritime Customs will certainly appear to this association wholly inadequate.

It would be superfluous to recapitulate the considerations expressed in the association's communication to the Foreign Office of August 31st, as they remain on record and appear to be untouched by Mr. Campbell's reply.

It will be sufficient to repeat that the association is unable to perceive any assurance in Prince China's letter of June 1st. The letter makes a statement which, when taken in conjunction with the action of the Chinese Government to give publicity to the assurance (which it is assumed to convey) throughout China, seems to contain an admission of inadequacy.

The solution which His Majesty's Government appears disposed to accept, in these circumstances, is expressed in the statement that "His Majesty's Charge d'Affaires at Peking has been informed by Tang Shao-yi that Sir Robert Hart has on two occasions received verbal instructions from Tien Liang and himself to continue the administration of the Customs as before, and that Sir Robert Hart is at liberty, if he sees fit, to circulate these instructions, as they were in no sense private. This appears in the circumstances to be the best solution of the matter, and Mr. Campbell has reported that Sir R. Hart proposes on his return to Peking to issue a circular embodying the verbal instructions given him by the Administrator-General, and to place his circular on record in despatches to the Revenue Council and the Wai-Wu-Pa."

It is necessary to protest, from the outset, against the proposition that any verbal instruction to Sir Robert Hart can be taken as an instant in the scale against an Imperial decree; and it follows, obviously, that a circular expressing those instructions can carry no greater weight than the instructions themselves.

The project of placing the proposed circular on record in despatches to the Board of Revenue and the Wai-Wu-Pa, offers no guarantee that the instructions will not be ignored whenever the time appears opportune for changes which Mr. Campbell was frankly told "the new Administration would have their hand to effect," nor will His Majesty's Government, or any other foreign Government, be in a position to intervene if and when orders are issued affecting the internal administration of the Customs to the detriment of foreign trade.

The whole device will appear, to any one conversant with China, a subtle attempt to give His Majesty's Government the semblance of diplomatic satisfaction without abating the force or validity of the original decree.

If the inference so generally drawn by the association to the import of the decree were incorrect, China need not have found difficulty in explaining publicly and straightforwardly that this was the case.

The very tortuousness of the method which Sir Robert Hart is left at liberty to adopt if he sees fit, appears, on the other hand, to constitute an admission of purpose which should be resolutely checked; and it is difficult to believe that His Majesty's Government would lack the support of the other Powers in opposing, at the outset, any semblance of menace to the integrity of a department upon which considerations of great financial, commercial, and political importance depend.

When China has realized the various reforms which the Imperial authorities are understood to be discussing, the necessity for precautions which she doubts finds it wise to cease.

When her fiscal system has been regularized, corruption excluded, and taxation defined, the need for upholding a service with which the welfare of foreign merchants and their trade is now bound up will no longer prevail.

When her executive has been remodelled, when her gaols—overcrowded at present and insanitary beyond description—have been reconstructed, and when she has organized a properly paid and organized police, when not only her laws but the method of their administration shall have been revised, neither the extra-territorial privileges of foreigners nor the administrative privileges of the foreign settlements will need to be upheld.

When experience has established the assurance that Chinese diplomacy cannot be an ulterior intrigue, that its promises can be trusted, and that its engagements will be fulfilled, the necessity for scrutinizing closely every political incident may disappear.

At present the conditions are opposite. There is no sign of improvement in the native

services; no improvement in the municipal or judicial administration; piracy is as rampant as ever in Canton waters; treaties, agreements, and contracts remain unfulfilled.

The association is justified, therefore, in regarding with distrust a wholly uncalculated interference with the one honestly and efficiently managed institution in the Empire.

The solution which His Majesty's Government is disposed to regard as sufficient appears not only inadequate but practically valueless not only logically in itself, but especially in view of the recognized superiority to all subterfuge of an Imperial decree; and the association may fear, naturally, that should it not continue to press this most urgent matter on the attention of His Majesty's Government, it might be thought to acquiesce in the view that this country ought to be satisfied with the solution proposed.

The Imperial decree of May 1 gave the newly-appointed Commissioners superior control, with "hands free to effect any change they might consider fit"; and nothing but a new and frankly explanatory decree can lessen its force.

At present it stands intact; and the association cannot but repeat the expression of its hope that His Majesty's Government will insist, in concert with other treaty Powers, on assurance and guarantee of equal force and directness which will deprive it of menace.

R. S. GUNDEY.

In connection with the memorandum from the China Association, the following extract from a private letter from a member of the Chinese Customs Service may interest readers. It entirely corroborates the arguments brought forward by Mr. Gundy.

His Majesty's Government have insisted not on cancellation of the edict as incompatible with the previous edict sanctioning the loan contracts of 1890 and 1893 but on assurances being given that the Customs Service will not be infringed by the manner in which edicts are to be interpreted. These assurances have not been communicated either to the service or to the provincial officials, and the latter, bound by the edict, not unreasonably insist before acquiescing in any action proposed on being assured that the new Ministers have already given their sanction. The assurances given are thus of no real value so far as provincial officials are concerned.

When the new Ministers do anything to "change the Customs administration as at present constituted," what remedy can be applied? The I. G. whoever he be, cannot report to the foreign Ministers the orders making the change and request their intervention, for such action would be disastrous to the Government he serves; yet if he do not, the changes are that when the Legations do hear of them, they will have to deal with *faits accomplis*. The foreign Powers seem to have committed a serious blunder when they consented to give a moment's consideration to China's contention that an edict once issued cannot be withdrawn, no matter how it conflicts with previous edicts. For if an international compact sanctioned by edict today can be modified or cancelled by a second edict to-morrow without reference to the other contracting party, of what value is any engagement entered into by China? Eventually cease to have any binding force. Suppose China obtains the assent of all the Powers to Art. VIII. of the Mackay Treaty and the proposed edicts are put into effect, what is to prevent China six months later re-establishing by edict the inland taxation she had undertaken to abolish? This point is of such far-reaching importance to all nations having treaty relations with China that I do not think they can allow the matter to stand where it is—Times.

THE POWERS IN THE PACIFIC.

MR. SEDDON'S POLICY.

The Standard, dealing with the subject treated in to-day's leader, remarks:—Again and again Mr. Seddon urged upon the Home Government the necessity, no less than the commercial advantage of annexation, but his most cogent arguments were unavailing. It was not the prospect of acquiring new and vast possessions that inspired Mr. Seddon; although if a good thing is to be had for the taking there is every reason from the point of view of the patriotic Englishman, for taking it. Rather was it that Mr. Seddon, and his opinion was shared by the native races who knew British rule—that, since the tide of Western civilization could be no longer stemmed, the British form of government was the best. Moreover, Mr. Seddon foresaw the shifting of strategic control which is already taking place. When Lord Derby declined, despite the urgent representations of the Board of Admiralty, to annex New Guinea, Japan had not taken her place as a world Power. It is only recently that the construction of the Panama Canal was undertaken in earnest. We are now confronted with the certainty of new developments of indefinite magnitude. Nothing can be more satisfactory than our existing alliances with Japan; but we are not therefore to ignore the possibility that the exigencies of diplomacy may some day result in a changed relation. At the same time, the opening of the Canal must bring new forces and new rivalries into the great arena of the Pacific. It is merely foolish to refuse to face the facts. The question is not of this school of politics or of that, but of the interests of the Empire, and even so Mr. Seddon not obscurely his opinion of Great Britain herself. Mr. Seddon himself had no need to say, "This single aim was to ensure and to maintain what he believed to be the true prosperity of his own country and of the Empire at large. That is the mark of the statesman. He was a great Democrat, and a great leader. He left a record behind him of good work accomplished such as no Minister of Great Britain has shown these many years past; and not the least of his best gifts was his last warning. We have still time; not to retrieve losses, indeed, but to make good our position, and wisely to prepare for events."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 8th at 12.15 p.m.—The barometer has fallen slightly at all stations.

Pressure remains low over the Pacific to the E. and N.E. Luzon. The highest pressure is over Central China.

Strong monsoon will continue in the Fomosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood N. winds, moderate, cloudy, some light rain.

Formosa Channel N.E. winds, strong.

South coast of China between Hongkong and Lamouks fresh.

South coast of China between Hongkong and Hainan Same as No. 1.

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[35]

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[26]

WHY BISMARCK RESIGNED.

THE KAISER'S VERSION.

The members of the late Prince von Hohenlohe have been published at Stuttgart by order of the late Chancellor's youngest son, Prince Alexander von Hohenlohe-Schillingfurst. They contain, among other interesting matter, what may be regarded as the first authentic account of the circumstances attending the resignation of Prince von Bismarck, the account being given by the Emperor himself.

The spilt was witnessed by the Cabinet Order of 1890. When good relations existed between them, Bismarck had often advised the Emperor to summon the Ministers to report direct to him, but now that the Emperor acted on this advice, and the Chancellor saw that the Ministers were more frequently with the Emperor, he became jealous, and produced a Cabinet Order, dated 1893, which forbade Ministers to have audience of the Emperor without the Chancellor being present. The Emperor demanded its repeal; Bismarck at first assented, and then ignored the matter, until the Emperor sent General von Hahnke to tell the Chancellor to repeal the order or to resign.

After some hesitation Bismarck resigned on March 18th. He had said in Germany that he resigned, but had changed his mind later. The Emperor had not liked this, but had not retracted.

The three weeks prior to the resignation were full of disagreeable conversation between the Emperor and his Chancellor. "It was a disgusting time," the Emperor said to Prince von Hohenlohe. "It was a question whether the Hohenzollern or Bismarck dynasty should reign, as regarded Germany's foreign policy."

The Emperor maintained that Bismarck went his own way, and withheld much that he did from the Emperor; and, indeed, that he sent word to the Tsar, declaring that the Emperor wanted to press an anti-Russian policy. On this point the Emperor admitted that he had no proof.

Describing an audience with the Empress Frederick after Prince von Bismarck's resignation, Prince von Hohenlohe says: "The Empress did not appear satisfied at the way in which the Chancellor had been dismissed. She said, however, that the Emperor Frederick had always combated the Chancellor's legislation."

From the reasons for Bismarck's resignation given to the commanding officers by the Emperor, Prince von Hohenlohe comes to the conclusion that Germany's policy as regards Russia was largely responsible for the split. Tsar Emperor said then that Russia wanted to occupy Bulgaria and secure Germany's neutrality, but Germany must fulfil her obligations as Austria's ally. A Russian military occupation of Bulgaria meant a war with Austria.

"Bismarck," says Prince von Hohenlohe, "wanted to leave Austria in the lurch, but the Emperor wanted to go with Austria, even at the risk of being involved in a war with Russia and France. This explains to me Bismarck's remark. The Emperor is pursuing a policy like that of Frederick William the Fourth; that is a black spot in the future."

Bismarck's version of his resignation will not be known until the third volume of "Gedanken und Erinnerungen" is published.

LATEST STEAMER MOVEMENTS.

The M. Y. str. *Emel Simon*, with the next French mail, will leave Saigon on Friday, the 9th inst., at 6 a.m., for this port.

The O. & O. str. *Doric* will sail from Yokohama on the 9th inst

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THE FINANCIAL AFFAIRS OF KOREA.

OFFICIAL REPORT.
The Japan Chronicle has received from Mr. T. Mogei, the Japanese Financial Adviser in Korea, the official summary of the financial affairs of the peninsula.

"The finances of Korea have hitherto been in a state of the utmost disorder. The revenue sources have not been put on a sound basis and at the same time the revenue has been wasted in indiscriminate expenditure. The Budget has been such in name only, and no account of the public money has been made, the actual amount of the revenue and expenditure being unknown. The term 'building up rather than reorganization' may be therefore perhaps more fittingly applied to the present condition of the financial affairs of Korea.

A national Budget, properly so-called, was first compiled for the year 1905. The following are the figures of the Revenue and Expenditure for the two years 1905 and 1906:

	Revenue.	Extraordinary.	Total.
1905	7,480,000	—	7,480,000
1906	7,484,000	—	7,484,000

	Revenue.	Extraordinary.	Total.
1905	7,123,000	2,433,000	9,556,000
1906	6,240,000	1,314,000	7,554,000

The above-mentioned figures are but approximate, and the revenue sources have no well-defined basis.

The most important factor of the national revenue is the land tax, which amounts to about 80 per cent of the total revenue. This tax is levied on the basis of a unit represented by the area of ground estimated to produce a fixed quantity of grain. The number of *hyul* in the country is, however, based on investigations and surveys made about 500 years ago, and although alterations have been made at different times with regard to the number and classification of *hyul*, these changes have been based on incorrect returns. There have doubtless been considerable changes, owing to the bringing of new land under cultivation, and to climate and other natural causes, which have not been notified by the authorities concerned, or, if notified, have not been taken into account. Under these circumstances, the actual number of *hyul* in the country is but approximately known.

The taxes in arrears are of considerable amount. The arrears of land tax and house tax during the last 12 years is as follows:

	1893.	1900.	1894.	1901.	1895.	1902.	1896.	1903.	1897.	1904.	1898.	1905.
Land Tax	1,000,000	1,200,000	1,400,000	1,600,000	1,800,000	2,000,000	2,200,000	2,400,000	2,600,000	2,800,000	3,000,000	3,200,000
House Tax	1,000,000	1,200,000	1,400,000	1,600,000	1,800,000	2,000,000	2,200,000	2,400,000	2,600,000	2,800,000	3,000,000	3,200,000

In the above table the arrears of land tax in North Hamgyong are not included, as the tax collection reports of that Province for 1904 and 1905 have not been yet received. The arrears in the table for each year belong to the revenue of the following year respectively.

Since the Budget was put into practice in 1905, indiscriminate expenditure has been restrained, superfluous officials reduced and the Military and Administrative Departments with the other important institutions modified. On the other hand the salaries of officials and military officers have been increased, the Police system and system of the collection of taxes adjusted, reforms in educational matters, and agricultural, industrial, commercial and other enterprises encouraged by the Government, leading to increased expenditure.

A table has been shown showing the amount of money received and disbursed by the Government Treasury. This shows that from July 1st, 1905, to May 31st, 1906 the total amount received was Y6,552,754.49 and the total amount disbursed was Y5,448,000.85, the balance being Y1,104,753.64.

The Table of National Debt shows that Treasury Bonds issued in Jan., 1905, have been used to the amount of Y24,000,000 bearing interest at the rate of 7 per cent, for the outstanding term of 3 years, the date of redemption being June, 1907; Currency Adjustment Loan, June 1905; Y3,000,000; 5 per cent, 6 years; June 1905. Loan to assist the circulation of money, December, 1905; Y1,500,000 to be redeemed in December, 1912. Loan for New Enterprise, Mar. 1, 1906; Y5,000,000 5 per cent, 5 years, Mar. 1906.

Other debts for which the Government is liable are the Supplementary Loan to the Currency Adjustment Loan, the payment outstanding for and furnished to the Seoul Fusan Railway Company, expenses of Palace repairs and old National Loans.

JAPANESE IN SAN FRANCISCO.

THE SCHOOL QUESTION.

The San Francisco correspondent of the *Asahi* telegraphs that a reply was made on Oct. 23rd by the Board of Education to the Japanese Consul's protest regarding the exclusion of Japanese children from the San Francisco schools. The protest was entirely fruitless. The Japanese Consul sent a further protest on the same day.

A telegram has been received in San Francisco stating that the Japanese Government is taking steps to suppress public opinion in this country against the anti-Japanese movement in San Francisco. The Americans, it is stated, show an inclination to disregard the indignation of Japan in a leading article Oct. 23rd, the *San Francisco Chronicle* maintained that the Japanese are not less entitled to exclude the Americans from their country than the Americans are to the exclusion of the Japanese. The paper ridiculed the indignation of the Japanese, and approved the course taken by the Board of Education of San Francisco.

The correspondent believes that, should the school question remain unsolved, the Japanese in San Francisco will be slightly more than ever by the Americans, while Japan's national prestige will be seriously affected.

Japanese papers learn that Mr. Uyano, Japanese Consul at San Francisco, has repeatedly urged the San Francisco authorities to let the matter rest, to reconsider their attitude, especially in regard to the exclusion of the Japanese children from schools, but seen that his representations have not taken effect, Mr. Uyano addressed a note again on the 20th instant, pointing out that it was not only altogether impracticable to place so large a number of the Japanese children in one school in San Francisco, as suggested, but that the action of the authorities seemed to be regarded as an insult to Japan. The Consul did not raise the question of treaty and legal rights which should be enjoyed by the Japanese in San Francisco, adding that he was inclined to believe that such an action as this, and pursuing such a narrow-minded course in the question of education, was not the real intention of the San Francisco people. The Japanese Consul has further, verbally and by letter, applied for protection of the Japanese restaurants in San Francisco against the boycott by the Americans.

According to a later telegram from the Japanese diplomatic authorities in the United States, they have reminded the San Francisco authorities that the proposed establishment of a

school for the Japanese children is inconsonant in view of the position of the Japanese quarters. Out of over twenty restaurants conducted by the Japanese in San Francisco, only two or three have been subjected to menace. Educational associations in the Oakland also have all disapproved of the action of the San Francisco authorities.

A Tokyo dispatch states that the Japanese Government is exchanging communications with the San Francisco authorities and the Washington Government on the matter, and it is believed the trouble will be amicably settled before long.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report dated Hongkong 5th November:—

BANKS.—Small sales of Hongkong and Shanghai have taken place at \$320, and later at \$317, the market closing with shares at the latter rate. N. 100s remain unchanged and without business.

MARINE INSURANCES.—We have no business or any changes to report under this heading.

FIRE INSURANCES.—Hongkongers have changed all hands in small lots at \$182, and Chinese at \$85, both stocks closing with further buyers at quotations.

SHIPPING.—Hongkong, Canton and Macao have been negotiated at \$27, and at times of writing shares could be placed at \$27, and probably at \$27. Indo-China are still wanted at \$72, but none seem to be available at that rate. At \$72, however, sellers rule the market.

Star Lines have been put on offer at \$22, and Shells have improved to \$18, at which rate a few shares have changed hands, and more are wanted. China and Manilla and Douglas remain weak and without business.

REFINERIES.—China Sugars have been negotiated during the week at \$14, while of closing a small demand exists at \$14, while sellers still ask \$14. Luzon remain without business and with a few shares on offer at \$22.

MIXING.—Hanks continue to rule weak, sellers at \$9 meeting with no response.

DUCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have changed hands during the week at \$15, and close quiet at that rate. Kowloon Wharves continue weak with sellers at \$8 and no business to report.

Shanghai Docks have ruled firm during the week and have been offered both locally and to Shanghai at \$15, and at \$14, the market closing with sales and a buying rate from Shanghai at \$15. We have nothing else to report under this heading.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands continue weak with sellers at \$10, and at times of writing we have to report sales at \$10. Humphreys have found further buyers at \$11, and close steady at that rate. Other stocks under this heading have been neglected and we have no business to report.

CORRIG MILLS.—Bosch have declined to \$12, in Shanghai, and Lion King Mills have improved to \$12. We have no local business to report under this heading.

MISCELLANEOUS.—Dairy Farms have been placed at the improved rate of \$18, and close with further buyers. Green Islands have found buyers at \$11, and close steady at that rate. Tramways have been done at \$215, and Watsons at \$122, the market for both closing quiet. We have nothing else to report under this heading.

GASPING FOR BREATH.

Indigestion's Frightful Torment—Pain, Wind, Heart-Weakness and Fainting Fits.

A YOUNG MARRIED WOMAN PROMPTLY CURED BY MOTHER SEIGEL'S SYRUP.

The following story is an example of the frightful suffering which indigestion can inflict on its victims, and a warning to all who read here, on any account to neglect the early symptoms of this dread disease however slight they may be. Keep your digestive organs well and your whole system will be well; your bodily health depends on the power of your stomach, and it is a fact which cannot be denied that Mother Seigel's Syrup will put you right and keep you right. But to our story. Under date of April 2nd, 1906, Mrs. Emily Martin, a young married woman living at 16, Riddle Street, Rochdale, says:

"It is eleven years since my illness came on. I had never been very strong all my life, but it was then I began to feel really ill. My heart seemed affected, and whatever I ate, if only a biscuit, caused me pain at the left side. I had fainting fits and would fall down in a dead faint."

UNCONSCIOUS AND ALONE.

Frequently this happened when I was alone and an hour would sometimes pass before I regained consciousness. My breathing was very difficult and I was unable to get up, or exert myself in any way I used to periodically gasp for breath. I lay bed for twelve months with the doctor attending me all the time. My friends thought I could never recover, and I was then as a shadow and oh, so weak! When everything had failed my husband got me my first bottle of Mother Seigel's Syrup. After a few doses I began to feel easier, and eagerly I continued. Soon I was free from pain and last gaining strength. I had five bottles in all, when I found myself cured. Three years have now passed and I feel better in all my life than I do now."

Such is the story. It is only one of thousands in our possession, but it shows that Mother Seigel's Syrup is the reliable remedy for indigestion. Try it and be convinced.

[314-2]

THE AULD BRIG.

Lord Rosebery presided a month ago over a coded meeting in Ayer Town Hall in support of the movement for the preservation of the Auld Brig of Ayre. He said that the Brig was of hoary antiquity and had been consecrated by the greatest of all Scotland's poets. They had the Auld Brig and they were bound to preserve it. In the first place the responsibility of getting the subscriptions necessary rested with Ayshire. There were three hundred and fifty names on the list. He appealed to those who had not yet contributed to do so. He said that the Brig was a relic of the past and that it was a shame to let it fall into disrepair. He said that the Brig was a relic of the past and that it was a shame to let it fall into disrepair. He said that the Brig was a relic of the past and that it was a shame to let it fall into disrepair.

How to BE BEAUTIFUL.—Keep your complexion, Mr. E. B. O'Brien, Chairman of the Charman and Special Skin Tonic and Poudre Charman will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents: 731

THE NEW FOUNDLAND FISHERIES.

Whatever are the rights and wrongs of the New Foundland fisheries question, that Roule has been giving prominence again, there is no doubt as to its importance. As the fisheries are the source of the Colony's prosperity, so they have been the cause of most of her troubles. But the historic controversies have been with France, not with America. There are ancient French fishing rights, first made the subject of stipulations in the Treaty of Utrecht in 1713 and on very many occasions between then and 1904, when the Anglo-French Agreement, the pledge of "Tentative cordiale," defined them as to be hoped for ever. The French thereby abandoned territorial rights proper, the bone of real contention, and were admitted to absolute equality with British subjects as regards the rights of fishing and all fishing processes in the waters and shores of a certain large strip of the coast line. Trouble with the United States would not have arisen had not the American Senate strangled the Bond-Hay treaty. The Colony in return made certain stringent provisions, directed against American fishers. But the Newfoundlanders' chief grievance is the use by Americans of the purse seine, which is considered to be very destructive to mackerel and haddock, and is prohibited by Canadian and Newfoundland legislation. In the delicate question of the relations of the Newfoundland Legislature with the mother country it is particularly important to hold judgment in suspense. It would seem strange if the Colonial Office has acted rashly. Already they, or we should say Government, have stumbled in the path in the case of Natal, and their non-interference in the latest execution is an acknowledgment of the fact, but the constitutional question raised here is essentially the same. Newfoundland is notoriously "touchy," and indeed has much dignity to conserve. Shipped the respectable age as a colony of over three hundred years, and has regarded the overtures of both Canada and the United States on previous occasions with scornful indifference.

A QUAIN CEREMONY.

On Oct. 27th a very quaint Chinese religious ceremony was witnessed in the Singapore river when the Chinese God of the drama was taken to the upper regions of the air after having for a whole year shed the light of his presence on Chinese drama in Singapore. A band of Chinese Wayang players carrying the God boarded a junk in the river up near Kumpung Malacca and with banners flying and music sounding under the oars the junk drifted down the river to the sea. At the river mouth they anchored and after much prayer and kneeling to the idol and its attendant minor gods, the images were dropped into the sea one by one amidst impressive silence from the worshippers. Finally the big God was consigned to the deep with a salvo of crackers firing and beating of tom-toms and gongs. Then amidst shouts and the banging and twanging of the various "musical" instruments the party on the junk hoisted their anchor and returned to the shore. It is stated that the putting into the sea of the Gods of the Wayang is a yearly ceremony and later when new idols are prepared the Gods will return from the upper regions of the air and take up their abode in them. An enterprising European, who wanted the old Gods for curiosities, suggested to a Malay leader that should give for them, but the Malay emphatically refused and said that any one who touched the idols would suffer for his presumption.

THE H.A.L. Steamship

"RHEINLAND,"
Captain von Hoff, having arrived
Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before 10 A.M.
Any Cargo impeding her discharge will be
landed into the hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Company,
Limited, and stored at their risk and expense.
All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 12th Nov., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 12th Nov., at 3 p.m.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
BOWELL & CO., LTD.,
Agents.
Hongkong, 3rd November, 1906. [2040]

HAMBURG-AMERIKA LINE.

THE H.A.L. Steamship

"RHEINLAND,"
Captain von Hoff, having arrived
Consignees of Cargo are hereby
requested to send in their Bills of Lading for
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to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be

SHIPPING.

ARRIVALS.
HANSEATIC, British str., 1,358, Spencer Wilde, 8th Nov.—Shanghai 3rd Nov., General.—Jardine, Matheson & Co.
ISCHIA, Italian str., 2,784, Dodero, 8th Nov.—Bombay and Singapore 2nd Nov., General.—Carlowitz & Co.
REIN, Norwegian steamer, 8th November, from Canton.
RIO LIMA, Portuguese gunboat, 619, A. M. do Carvalho, 8th Nov., from Macao.
SHANDEHAN, British steamer, 1,056, J. H. Scott, 8th November—Singapore 2nd Nov., General. Chinese.
SKULP, Norwegian str., 947, Alaf Odd, 8th Nov.—Bangkok, 30th October, Rice and Meal. Agard, Thomson & Co.
STRAITS, British str., 2,255, H. King, 8th November—Pulo Laut 25th Oct., Coal.—Doddwell & Co.
TAIYUAN, British str., 1,459, L. Dawson, 8th November—Kuching 14th Nov., General.—Butterfield & Swire.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 Nov. 8th.
Clarendon, British str., for Newcastle.
Hongkee, British str., for Swatow.
Kanjo Maru, Japanese str., for Swatow.
Kanjo Maru, Japanese str., for Kobe.
Phoenix, French str., for Hongkong.
Rein, Norwegian str., for Bangkok.
Kuening, British str., for Manila.

DEPARTURES.

Nov. 8th.
Bellona, German str., for Shanghai.
Danewick, British str., for Saigon.
Park, Foreign str., for Canton.
Hef, French str., for Hongkong.
Jardine, British str., for Kuching.
Kanjo Maru, Japanese str., for Manila.
Kuening, British str., for Bangkok.
Uta, Norwegian str., for Canton.
Wantsnorth, British str., for Pulo Laut.

SHIPPING REPORTS.

The British str. **Ships** have reports. Strong monsoon and heavy sea in Cape Paduan to Port.
 The British str. **Taiyuan** is at Hongkong. N.E. monsoon, and heavy sea to breakers point, thence no other arrival.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
 The Company's Steamship.
"HAITAN."
 Captain J. S. Beach, will be despatched for the above Ports on SUNDAY, the 11th inst., at 10 a.m.
 For Freight or Passage, apply to **DOUGLAS LA PAIR & Co.**, General Managers, Hongkong, 7th November, 1906. [265]

COMPAGNIE DES MESSAGERIES MARITIMES.
FOR SHANGHAI, KOBE AND YOKOHAMA.
 The Company's Steamship.
"ERNEST SIMONS."
 Captain Dunder, will be despatched for the above Ports on or about MONDAY, the 12th inst.
 For Freight or Passage, apply to **G. DE CHAMPEAUX**, Agents, Hongkong, 7th November, 1906. [265]

"SHIRE" LINE OF STEAMERS.
FOR LONDON AND ANTWERP.
 The Steamship.
"MERIONETHSHIRE."
 Will be despatched for the above Ports on or about the 15th November, and will be followed by the Steamship
"PLINTSHIRE."
 On or about the 20th November.
 For Freight and Passage, apply to **SHEWAN, TOMES & Co.**, Agents, Hongkong, 12th October, 1906. [1884]

DAMPSCHEIFFE'S RHEINER "UNION" ACTIEN-GESELLSCHAFT.
FOR NEW YORK.
 (With Liberty to Call at the Malabar Coast).
 The Steamship.
"VERONA."
 Captain Dohren, will be despatched for the above Port on or about MONDAY, the 12th December.
 For Freight, apply to **CARLOWITZ & Co.**, Agents, Hongkong, 5th November, 1906. [2043]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM-FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
 Through Bills of Lading Issued for BATAVIA, PERMAN GULF, CENTRAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship.
"DELTA."
 Captain C. L. Daniel, carrying 115, will be despatched from this Port for Bombay on SATURDAY, the 17th November, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. **Medan**, 9,629 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. **Macedonia**, due in London on 29th December.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to **E. A. HEWETT**, Superintendent, Hongkong, 5th November, 1906. [1]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NILE	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	About 7th inst.
LONDON & ANTWERP.	MERIONETHSHIRE	Brit. str.	—	—	SHEWAN, TOMES & Co.	About 15th inst.
LONDON &c., via USUAL PORTS OF CALL.	DELTA	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 17th inst., at Noon.
MARSEILLES, &c., via PORTS OF CALL.	AUSALLEN	French str.	—	Barillon	MESSAGERIES MARITIMES	On 13th inst., at 1 p.m.
MARSEILLES, HAVRE, COPENHAGEN, &c.	SIAM	Dan. str.	—	—	MELCHERS & Co.	About end of Nov.
BREMEN, via PORTS OF CALL.	ROON	Ger. str.	—	G. Meiners	MELCHERS & Co.	On 21st inst., at Noon.
HAMBURG VIA STRAITS, &c.	SEGOWIA	Ger. str.	k.w.	Schoenfeldt	HAMBURG-AMERIKA LINIE	On 24th inst.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 14th inst.
HAVRE, ANTWERP & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FRED. LARSEN	Ger. str.	k.w.	Meyerdierks	HAMBURG-AMERIKA LINIE	On 22nd Dec.
HAVRE & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	k.w.	Schmidt	HAMBURG-AMERIKA LINIE	On 28th Dec.
NAPLES, HAVRE, BREMEN & HAMBURG	RUBENIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 14th Dec.
TRIESTE, &c., via SINGAPORE, &c.	TRIESTE	Aust. str.	—	D. Mistrorigo	SANDER, WIELER & Co.	On 29th inst., p.m.
BOSTON & NEW YORK	PETRONIA	Rus. str.	—	—	MELCHERS & Co.	About 10th Dec.
NEW YORK	GHAEZE	Brit. str.	—	Cowley	DODWELL & Co., Ltd.	About 24th inst.
NEW YORK VIA PORTS & SUEZ CANAL	BRASMAR	Am. str.	—	—	ARNHOLD, KARBERG & Co.	About 18th inst.
NEW YORK	SAINT PATRICK	Ger. str.	—	—	SHEWAN, TOMES & Co.	About 10th Dec.
VANCOUVER VIA SHANGHAI JAPAN, &c.	VERONA	Brit. str.	—	Dohren	CARLOWITZ & Co.	About 17th Dec.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 22nd inst., at 4 p.m.
VICTORIA (B.C.) & TACOMA VIA JAPAN	ATHENIAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 28th inst., at Noon.
SOUTH AMERICAN PORTS VIA JAPAN	TREMONT	Am. str.	—	T. P. Garlick	DODWELL & Co., Ltd.	On 27th inst.
SAN FRANCISCO VIA PORTS	KASATO MARU	Am. str.	—	W. E. C. S. Filmer	TOTO KISEN KAISHA	Middle of Dec.
AUSTRALIAN PORTS VIA MANILA	DAKOTAH	Brit. str.	1 m.	—	SHEWAN, TOMES & Co.	About 21st inst.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 12th inst.
AUSTRALIAN PORTS VIA MANILA	WILHELM	Brit. str.	—	O'Connor	MELCHERS & Co.	On 13th inst., at Noon.
YOKOHAMA VIA SHANGHAI, MOI & KORE	McArthur	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 1st Dec., at Noon.
YOKOHAMA, KOBE & VLADIVOSTOCK	FORNOSA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	About 9th inst.
YOKOHAMA, KOBE & VLADIVOSTOCK	CANADIA	Dan. str.	—	—	MELCHERS & Co.	About 3rd Dec.
YOKOHAMA, KOBE & VLADIVOSTOCK	TAIYUAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 14th inst.
YOKOHAMA, KOBE & VLADIVOSTOCK	TAIYUAN	Brit. str.	1 m.	Brouwers	JAVA-CHINA JAPAN LINE	Quick despatch.
YOKOHAMA, KOBE & VLADIVOSTOCK	TAIYUAN	Brit. str.	1 m.	Miller	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA, KOBE & VLADIVOSTOCK	HONGKONG	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & Co.	To-morrow, at 4 p.m.
YOKOHAMA, KOBE & VLADIVOSTOCK	ERNEST SIMONS	French str.	—	Dunder	MESSAGERIES MARITIMES	About 12th inst.
YOKOHAMA, KOBE & VLADIVOSTOCK	ANDALUSIA	Brit. str.	k.w.	Schmidt	HAMBURG-AMERIKA LINIE	On 14th inst.
YOKOHAMA, KOBE & VLADIVOSTOCK	P. R. LUTFOLD	Ger. str.	—	T. H. Hilde, R.N.R.	P. & O. S. N. Co.	About 19th inst.
YOKOHAMA, KOBE & VLADIVOSTOCK	AMBRIA	Ger. str.	k.w.	I. Sakurai	HAMBURG-AMERIKA LINIE	On 21st inst.
YOKOHAMA, KOBE & VLADIVOSTOCK	MANAN MARU	Jap. str.	—	S. Ito	OSAKA SHOSEN KAISHA	On 11th inst., Daylight.
YOKOHAMA, KOBE & VLADIVOSTOCK	FEKUSU MARU	Jap. str.	—	H. Madson	OSAKA SHOSEN KAISHA	On 14th inst., Daylight.
YOKOHAMA, KOBE & VLADIVOSTOCK	FEKUSU MARU	Jap. str.	—	G. Hooker	OSAKA SHOSEN KAISHA	To-morrow, at Daylight.
YOKOHAMA, KOBE & VLADIVOSTOCK	KUICHOW	Brit. str.	1 m.	J. S. Beach	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA, KOBE & VLADIVOSTOCK	HAIFAN	Brit. str.	2 h.	F. Moberg	DOUGLAS LA PAIR & Co.	On 11th inst., at 10 a.m.
YOKOHAMA, KOBE & VLADIVOSTOCK	YUENSANG	Brit. str.	—	R. Rodger	JARDINE, MATHESON & Co.	Today, at 4 p.m.
YOKOHAMA, KOBE & VLADIVOSTOCK	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & Co.	To-morrow, at Noon.
YOKOHAMA, KOBE & VLADIVOSTOCK	TAIYUAN	Brit. str.	1 m.	Sommerville	BUTTERFIELD & SWIRE	On 14th inst.
YOKOHAMA, KOBE & VLADIVOSTOCK	RUBI	Brit. str.	—	R. Almond	SHEWAN, TOMES & Co.	On 17th inst., at Noon.
YOKOHAMA, KOBE & VLADIVOSTOCK	HOPSANG	Brit. str.	—	J. M. Hay	JARDINE, MATHESON & Co.	To-morrow, at 3 p.m.
YOKOHAMA, KOBE & VLADIVOSTOCK	FOOKSANG	Brit. str.	—	W. E. Sawyer	JARDINE, MATHESON & Co.	On 13th inst., at 3 p.m.
YOKOHAMA, KOBE & VLADIVOSTOCK	ISCHIA	Ital. str.	—	Dodero	CARLOWITZ & Co.	On 13th inst., at Noon.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, HONGKONG & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN, SCANDINAVIAN, RUSSIAN, AND GERMAN BALTIC PORTS	"SIAM"	About end of Nov.
YOKOHAMA, KOBE and	"CAMBODIA"	On or about 3rd Dec.
VLADIVOSTOCK	"PETRONIA"	On or about 10th Dec.

For Further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 24th October, 1906.

[1357]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 10th Nov., Noon.
RUBI	2540	R. Almond	Manila	On 17th Nov., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 3rd November, 1906.

[15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "BRAEMAR"	About 16th November.
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For freight and further information apply to **SHEWAN TOMES & CO.**, GENERAL AGENTS, Hongkong, 9th October, 1906. [184]

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
MANILA	"YUENSANG"	Friday, 9th Nov., 4 p.m.
SINGAPORE, SAMARANG	"HOPSANG"	Saturday, 10th Nov., 3 p.m.
SOURABAYA	"HANGSANG"	Saturday, 10th Nov., 4 p.m.
SHANGHAI	"FOOKSANG"	Tuesday, 13th Nov., 3 p.m.
SINGAPORE, PENANG & CALCUTTA		

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.
 For Freight or Passage, apply to **JARDINE, MATHESON & CO.**, GENERAL MANAGERS, Hongkong, 8th November, 1906. [18]

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.
 BY the new steamers, "RUBENIA," "HAMBURG," "HOHENSTAUFEN," and the "SCANDIA" and "SIEBIA." The steamers are specially built for the tropics and have luxurious passenger accommodation first-class. Cabins amidship, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.
 FOR SHANGHAI, KOBE, YOKOHAMA (TSINGTAU, CHEFOO AND TIENTSIN VIA SHANGHAI.)
HOHENSTAUFEN ... Capt. Jaeger ... 2nd December
SILESIA ... Capt. Esche ... 2nd January
SCANDIA ... Capt. v. Dohren ... 1st February

NEXT SAILINGS HOMEWARD.
 FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAMBURG AND HAMBURG.)
RUBENIA ... Capt. v. Hoff ... 14th December
HOHENSTAUFEN ... Capt. Jaeger ... 11th January
SILESIA ... Capt. Esche ... 8th February
SCANDIA ... Capt. v. Dohren ... 22nd March
HAMBURG ... Capt. Filler ... 5th April

FREIGHT SERVICE.
NEXT SAILINGS OUTWARD.
ANDALUSIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 13th November
AMBRIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 26th November
HOHENSTAUFEN ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd December
ALFA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 15th December
SPEZIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 29th December

NEXT SAILINGS HOMEWARD.
 VIA STRAITS, COLOMBO AND ADEEN.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

BRISGAVIA ... FOR HAVRE, BREMEN & HAMBURG ... 14th November
SEGOWIA ... FOR HAMBURG ... 24th November
SITHONIA ... FOR HAVRE, ANTWERP & HAMBURG ... 30th November
RUBENIA ... FOR NAPLES, HAVRE, BREMEN & HAMBURG ... 14th December
C. FRED. LARSEN ... FOR HAVRE & HAMBURG ... 22nd December
ANDALUSIA ... FOR HAVRE & HAMBURG ... 28th December

For Steamer of the Coast Service Marked † to **SIEMSEN & CO.** [12]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA.

VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date.
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TREMONT ... 9,606 ... T. W. Garlick ... On 27th November.
 † PLEIADES ... 3,753 ... F. G. Farrington ... About 29th December.
 † LYRA ... 4,417 ... G. V. Williams ... On 29th December.
 † SHAMMUT ... 9,606 ... E. V. Roberts ... On 23rd January.
 † HYADES ... 3,753 ... J. Alwen ... On 30th January.

‡ Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAMMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—**DODWELL & CO., LIMITED,** GENERAL AGENTS.
 Queen's Buildings, Hongkong, 29th October, 1906. [17]

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship
"AUSTRALIEN."
 Captain Barillon, will be despatched for MARSEILLES, on TUESDAY, the 13th November, at 1 p.m.
 This Steamer connects at Colombo with the Australian line s.s. **Sydney**, bound for Marseilles via BOMBAY and Aden.
 Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:
 S.S. "TONKIN" ... 27th Nov.
 S.S. "ERNEST SIMONS" ... 11th Dec.
 S.S. "POLYNESIE" ... 25th Dec.
 S.S. "CALDONIEN" ... 8th Jan.
 S.S. "SALAZIE" ... 22nd Jan.
G. DE CHAMPEAUX, Agent.
 Hongkong, 31st October, 1906. [2]

THE AMERICAN & ORIENTAL LINE
FOR NEW YORK.
 (With Liberty to Call at the Malabar Coast).
THE Steamship
"YEDDO."
 Captain Cowley, will be despatched for the above Port on or about the 13th November.
 For Freight, apply to **ARNHOLD, KARBERG & Co.**, Agents.
 Hongkong, 4th October, 1906. [1853]

THE ORIENTAL PACIFIC LINE.
FOR SAN FRANCISCO VIA PORTS.
THE Steamship
"DAKOTAH."
 Will be despatched for the above Ports on or about the 14th November.
 For Freight and further particulars, apply to **SHEWAN, TOMES & Co.**, Agents.
 Hongkong, 24th October, 1906. [1971]

REGULAR STEAMSHIP SERVICE.
 (WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG.
 1906
FOR BOSTON AND NEW YORK.
"GAZEER" ... 24th Nov.
FOR NEW YORK.
"SAINT PATRICK" ... 10th Dec.
 For Freight and further information, apply to **DODWELL & CO., LD.**, Agents.
 Hongkong, 29th October, 1906. [1787]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERMAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
THE Company's Steamship
"TRIESTE."
 Captain Mistrorigo, will be despatched as above on THURSDAY, the 29th November, p.m.
 This Steamer has capital accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight, apply to **SANDER, WIELER & Co.**, Agents, Prince's Buildings, Hongkong, 27th October, 1906. [3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
 (Calling at MANILA, TIENTSIN, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADEEN, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"EASTERN."
 Captain McArthur, will be despatched for the above Ports on SATURDAY, 1st December, at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to **GIBB, LIVINGSTON & Co.**, Agents.
 Hongkong, 31st October, 1906. [2010]

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.
FOR SOUTH AMERICAN PORTS VIA JAPAN PORTS.

